









## THE OBSERVATORY REPORT.

The report of the Director of the Observatory for 1898 is published in the *Gazette*. We make the following extracts—

"The typhoons in 1898 were above the average both with regard to number and intensity. The telegrams issued from here contained that year a maximum of efficiency. All necessary notices, and only necessary notices, were issued, so that the shipping was not needlessly disturbed. They were subsequently compared with entries in logbooks, and confirmed by such entries. In all 275 typhoons have now been investigated at this Observatory."

"The comparison of weather forecasts, issued daily about 11 a.m., with the weather subsequently experienced, has been conducted on the same system as heretofore. We have a success 66 per cent, partial success 28 per cent, partial failure 6 per cent, total failure 0 per cent. Following the method used in meteorological offices and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, we find finally that—94 per cent of the weather forecasts were successful."

"In 1898 the number of transits observed was 260. The axis of the transit instrument was levelled 215 times, and azimuth and collimation were determined 67 times by aid of the meridian mark erected in 1883. No measurable deviation of this mark from the true meridian has yet been detected. Mostly stars of southern declination, whose right ascension is not very accurately known, have been observed, and it is intended when 20,000 transits are available, say in five years from now, to form a catalogue of right ascensions of about 2,000 stars, so distributed that when the sky clears for only a couple of minutes a satisfactory determination of the time can be obtained. This is of great importance, especially early in the year, when the sky is generally cloudy here."

"But with this view it is absolutely necessary that a fixed transit-circle be added to the equipment of this Observatory, the same as in other observatories. Such comparatively shallow centres of shipping as Madras and Perth (West Australia) have observatories supplied with fixed transit-circles, whereas the enormous shipping at Hongkong depends for its time and position and consequently safe navigation after leaving this port upon observations made with a small semi-portable instrument. I have already submitted to the Government that this defect ought to be remedied. A transit-circle is not only needed for determining time and longitude, but serves also to lay down geodetic bearings, latitude, right ascension and declination. It can be used for observing earthquakes and enable me to run a level right across the harbour, and otherwise contribute information required in survey work, which would be only too important at the present time but likely to be more and more useful in the future."

"Amongst the tables given is one showing the results of fifteen years' meteorological observations made at the Hongkong Observatory, concerning which Dr. Dobner says:—"In Appendix P to my annual report for the year 1898 (Observations and Researches in 1893 p. 20) are given ten years' means for the daily variation of the meteorological elements. The following table shows the fifteen years' means of the annual and monthly values of the meteorological elements. It also shows the probable upper and lower limits of certain of these values, so determined that in future years the actual values observed are as likely to fall outside as they are to fall within those limits. For instance, the mean temperature of January 1897 being 63° F., by inspecting the following table, where the upper limit is given as 61° F. for January, we learn that this month was unusually warm in 1897—but the total rainfall for June 1896 being 18,630 inches, while the upper limit for June is 22,772, we learn that this month was not unusually wet in 1896, or the total rain-fall for May 1893 being 4,860, while the lower limit for the month is 5,788, applying the laws of chance a number of probabilities can be determined when such limits are known."

## PRESENTATION OF THE LEGION OF HONOUR TO THE JAPANESE PRINCE IMPERIAL.

The ceremony of presenting the Grand Imperial Cordons of the Legion of Honour to the Prince Imperial took place in the Shiba Detached Palace on the forenoon of the 15th inst. His Excellency the French Representative accompanied by Viscount de Bondy and other members of the French Legation Staff, repaired to the Palace at 11 a.m. and the Prince arrived at 11.20. M. Harmand made the presentation, and the Prince expressed his thanks in the French language. Luncheon was served afterwards, and among those present were the Imperial Highnesses Prince and Princess Arisugawa and Prince and Princess Kanin, their Excellencies Baron and Baroness Sanmomiya, Madame and Mademoiselle Harmand, the Viscountess de Bondy, Viscount Viscountess Oyama, and Viscount and Viscountess Kagawa—Japan D. Mail.

## THE NEW PACIFIC CABLE.

The new telegraph cable, which the New York Pacific Cable Company propose to lay between the United States and Philippines, is to be 17,000 miles long, is to touch at Hawaii and the Laysan Islands, and connect the Southern Ladrones, being thence extended to Manila. The weight of the cable amounts to twenty-eight tons per mile. The cost is reckoned at 1,000 dollars per mile, and as the Congress has given its consent to the slight concessions still demanded, the company is ready to commence work. The starting-point, according to the company's plans, will be Monterey in California, and the last point the town of Manila. Two years will probably be spent on the completion and laying of the cable, but the survey of the route across the Pacific to Manila will probably be begun immediately. A telegram of forty words from Washington to Manila now costs 2.60 dollars per word, and takes about two to three hours to transit. At least half a day, therefore, is necessary for an exchange of telegrams. With the new connection, a telegram of the same length to Manila will cost at first only 30 cents, and according to the calculations of the Cable Company, would reach its destination in not more than half an hour. One difficulty has hitherto been the want of intermediate stations in the Pacific, the islands which would have served the purpose did not pass in the Government's hands. It is now known that the Government and the Philippines can be utilized for laying places for the cable, there will be no extent of cable between these points so long as to constitute a difficulty. None of these sections would be as long as the French cable which is laid from Brest to Cape Cod, on the coast of Massachusetts, and which is 3,250 miles in length. The longest section of the proposed Pacific cable would be that from San Francisco to Hawaii, amounting to only 2,500 English miles. From Hawaii to Wake Island is 2,000 miles, from Wake Island to Guam 1,000 miles, from Guam to Manila 1,000 miles. In the opinion of experts, there are no depths on the route of the proposed cable which would greatly exceed those at which cables have already been laid in other seas.

## THE TRANSVAAL.

## THE "GREAT TREK."

The historic life of the Transvaal began with the "Great Trek," or general exodus of the Cape Colony Boers, who, being dissatisfied with the liberal policy of the British Government towards the natives, moved northwards in large numbers between 1835 and 1837. By 1839 some thousands had crossed the Vaal, into the "Transvaal" country, which at that time was under the sway of the powerful Zulu chief Mosilikatze. In 1837, the Boers, to avenge the murder of some of their emigrant trains, attacked and utterly defeated this chief who, in 1838, withdrew beyond the Limpopo and founded the present Matabele State, virtually leaving the region between the Vaal and the Limpopo in the hands of the Boers. There were other troublesome Zulu chiefs around the borders, however, and in 1838 the Boers stood a very good chance of being utterly exterminated. At this juncture they were saved by Andries Pretorius who inflicted two crushing defeats on the Zulus, and soon after Natal was proclaimed a Boer republic. But the British occupation of that territory in 1843 induced the Boers to retire in two bands across the Drakensberg, the southern division settling in the present Orange Free State, the northern again passing the Vaal, and settling in the Transvaal, which had been almost entirely ousted by the Zulus. Perpetual bickerings between two prominent personages, Pretorius and Potgieter, brought to failure all attempts to establish an organized system of Government in the Transvaal until Pretorius, in 1852, induced the British Government to sign the Sand River Convention which virtually established the political independence of that region. The Boers however, persistently refused to treat the natives on a footing of equality, or even of common justice. The "Fundamental Law" passed in 1855 declared, indeed, that the people of the Transvaal were of persons of colour with the same rights, either in State or church. Owing to this policy, opposition was constantly shown both to English traders, who were disposed to deal fairly with all, and to missionaries, as witness the plundering of Livingston's houses in 1852. There were continuous troubles with the natives more especially with the Batlapis, the Barolongs, and the Griquas in the West. In 1876 came the discovery of diamonds and the announcement of gold-fields in the interior, extending the boundaries of the State west to Lake Ngami, and east to Delagoa Bay. Then followed disputes and negotiations with England and Portugal, Delagoa Bay being ultimately awarded to Portugal (1875) by the French President, Marshal MacMahon, to whose decision the matter had been referred. In 1871, President Burgers was appointed and visited Europe in connection with the Delagoa railway scheme. On his return he found everything in the greatest confusion, the Boers dispirited by frequent reverses in fighting with natives, an empty treasury, broken credit, and the state practically bankrupt and exposed to imminent danger of invasion by Bapedis and Zulus. Hence the intervention of England in 1876, and Sir Theophilus Shepstone's proclamation in 1877 annexing the Transvaal and appointing Sir W. Owen Langson as British Administrator. A rising of the Boers took place in 1880, the British garrisons in the Transvaal were besieged, and a force of Boers crossed into Natal to meet the available British forces advancing against them. The Boers took up a strong position at Laing's Nek within the Natal frontier, from which the English forces failed to dislodge them, and in several engagements the Boers more than held their own. Especially was this the case at Majuba Hill where General Colley advanced against a much superior body of the enemy, well posted under cover, and was forced to fall back. The British troops were shot down and large numbers were killed. While reinforcements were on the way from England, Mr. Gladstone's Cabinet concluded a treaty of peace, by which the republic was restored, under the suzerainty of the Queen, and a British Resident appointed with the functions of a constitutional monarch. The treaty was signed at the end of 1881. In 1883, Kruger was elected President. The next year saw the Convention of London recognizing the state as the South African republic and qualifying, while retaining, the British suzerainty. In 1885 there came the proclamation of the British protectorate over Bechuanaland, considerably arresting the westward advance of the Boers and keeping the great trade route from Cape Colony through Hopetown and Shoshong to the Zambesi. Fresh discoveries of rich auriferous deposits were reported in 1886, especially in the Middelburg province and then followed a great influx of English-speaking population, threatening to swamp the Boer element. Since that time the influx has continued, until the population (according to the most recent statistics to hand) exceeds 750,000, of whom only 150,000 are whites. The latter include 63,000 Transvaal Boers and 87,000 Uitlanders, 80 per cent of whom are British subjects.

The political discontent among the Uitlanders increased rapidly during the early nineties, and in 1896 it became still more manifest, especially as the inferiority in numbers of the Boers was realized. In December of the year, the National Union of Johannesburg issued a manifesto setting forth the Uitlanders' grievances and claiming an equitable franchise and fair representation for all residents in the Transvaal, with other administrative reforms. The rejection by the Volksraad of two petitions, one signed by 13,000 and the other by 8,000 Uitlanders, praying for the franchise, was referred to, and it was pointed out that, though Uitlanders constituted the majority of the State, owning more than half the land and at least nine-tenths of the property, yet in all matters affecting their lives, liberties, and properties they had absolutely no voice. The Administration was charged with the grossest extravagance, bribery, and corruption, and with an intense hostility to the English. The leaders of the Union were prepared to fight for their rights, and as it appeared that the Boers were about to attack the town, the central committee of the Johannesburg Union constituted themselves a provisional government, pledged to reform, men were enlisted in large numbers, and a request was sent to Dr. Jameson, who was in Bechuanaland, for aid. Dr. Jameson at once, and without waiting further advice, crossed the frontier into the Transvaal with about 700 men and Maxim and other guns, while President Kruger gave orders for his advance to be stopped by force of arms. As soon as the news reached England, Mr. Chamberlain ordered the High Commissioner of South Africa to publicly repudiate Dr. Jameson's act, by proclamation. Messengers were sent after the Doctor ordering him to retire, and Her Majesty's subjects in the Transvaal were enjoined against aiding him. The Higher Commissioner's messengers reached Dr. Jameson before he came into contact with the Boers, and were told that the despatches would be attended to. The force pushed on, however, was fired on by the Boers, and a continuous fighting, Dr. Jameson's band, exhausted through lack of food and sleep, was surrounded at Kruger's post and was forced to surrender. Dr. Jameson and his staff were taken to Pretoria, and were held in custody.

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## Intimations.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU	(MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.)	SUNDAY, 21st May, at 4 P.M.
FUTAMI MARU	(NAGASAKI, KOBE and YOKOHAMA)	THURSDAY, 25th May, at 4 P.M.
KASUGA MARU	(THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE)	FRIDAY, 26th May, at 4 P.M.
*IDZUMI MARU	(SEATTLE, (WASH., U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.)	THURSDAY, 1st June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 11th May, 1899.

## Dr. KNORR'S ANTIPYRINE

"LION BRAND" patented In Powder and Crystals, also in Drops of grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS!

MILK, MILK, MILK. JUST LANDED.

## A FRENCH CONSIGNMENT OF ANGLO SWISS CONDENSED MILK.

Per Dozen tins.....\$2.50  
Per Case of 4 Dozen.....@ 2.50

H. RUTTON, JEE, 13 & 15, d'Agular Street, Hongkong, and 21 & 22, Elgin Road, Kowloon. Hongkong, 28th April, 1899. [582a]

## Notice of Firm.

NOTICE is hereby given that Mr. EDWARD HARVEY HINDS has been authorized by us to sign "PER PROCURO" from this Date.

McGREGOR, BROS. & GOW. Hongkong, 15th May, 1899. [654a]

## Shipping.

## STEAMERS.

FOR SHANGHAI, YOKOHAMA &amp; KOBE.

THE Steamship

"BIRCHTOR," Captain Belline, will be despatched as above on or about SATURDAY, the 20th instant. For Freight or Passage, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 12th May, 1899. [644a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TING, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

\* This Steamer is installed throughout with the Electric Light.

\* A Stewardess and a duly-qualified Surgeon are carried.

\* Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 15th May, 1899. [651a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED," will be despatched for the above port, on or about the 27th instant, to be followed by the S.S. "HENDON" about 3rd June.

For Freight or Passage, apply to SHERMAN, THOMES & CO., Agents. Hongkong, 15th May, 1899.

## Dr. OVERLACH'S MIGRAININE

"LION BRAND" (ANTIPYRINE—CAFFEINE—CITRATE.) (1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analeptic.

\* Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARNHURST, MEISTER LUCIUS & BRUNING, HOECHST G. M.

Literature of the above Preparations supplied gratis at request to medical men.

## Shipping.

## STEAMERS.

INDO-CHINA-STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above TO-MORROW, the 17th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 16th May, 1899. [650a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above TO-MORROW, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 13th May, 1899. [558a]

FOR MANILA.

(Taking Cargo at through Rates for LLOLO.) THE Steamship

"SALVADORA," Captain Goetsch, will be despatched as above on THURSDAY, the 18th instant, at 4 P.M.

For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 15th May, 1899. [655a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU," Captain Namekata, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 15th May, 1899. [649a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS," Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 24th April, 1899. [561a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN," Captain Fairweather, will be despatched for the above ports, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and the S.S. "AFRIDI" at short intervals.

For Freight, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 15th May, 1899.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th June, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street. Hongkong, 26th April, 1899. [3]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th March, 1899. [1310]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Mitsui Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Corgin Cleaning and Mfg. Co., Shanghai, Onoda Cement Company, Japan, Kanebawani Cotton Spinning Mill, Japan, The Nippon Cotton Spinning Mill, Japan, Tokyo Cotton Spinning Mill, Japan, and other branches.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued, to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED. General Agents. Hongkong, 15th May, 1899. [14]

FOR SAN FRANCISCO.

THE 100 A.T. British Bark

QUEEN MARGARET

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States, will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 15th May, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed by homing.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

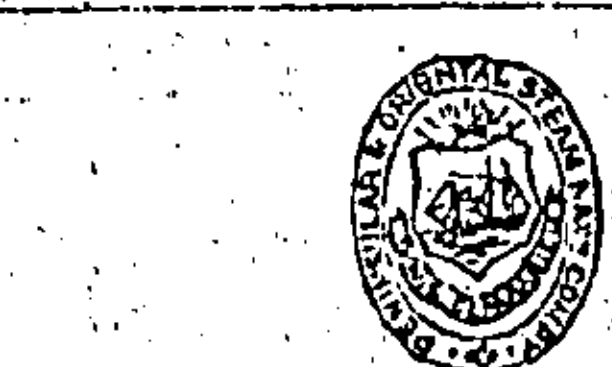
For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 13th May, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. Glencliff... 3,750 J. J. McGilivray... May 30. Olympia... 2,837 J. Truebridge... June 17. Victoria... 3,502 J. Pantou... July 4. Tacoma... 2,811 A. Dixon... July 29.



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Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 J. Williamson... June 3. Columbia... 2,976 J. N. Moncur... July 8. Monmouthshire... 2,874 J. W. Evans... July 22. Lennox... 3,677 J. Williamson... July 29.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

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QUEEN MARGARET

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States, will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 15th May, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed by homing.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 13th May, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C.







